

SECRET

NOFORN

50X1-HUM

Attachment a. 50X1-HUM

Tbilisi/Sandar Airfield

50X1-HUM

1.

at NAFTLUGI Station on the left side of the tracks approximately 400 to 500 meters in the distance was observed NAFTLUGI Airfield. *[Tbilisi Sandar]*

2. [] observed what appeared to be two asphalt runways. One runway ran perpendicular to the railroad tracks [] and was approximately 20 to 25 meters wide and extended lengthwise for over 300 meters. [] observation of this runway was hindered by inclement weather and several nearby buildings.) The second asphalt runway, or perhaps taxi way, intersected the first runway and extended to the right of the first runway, parallel with the rail tracks, in the direction towards NAFTLUGI. The second runway was approximately 30 to 35 meters wide and extended lengthwise for a distance of approximately 150 meters. No construction of any kind was noted on either of these runways. [] the first runway, which was perpendicular to the railroad tracks, could be extended in both directions. The second runway extended into a group of nearby worker-type dwellings and therefore could not be extended in the direction to the right. [] the second runway could be extended to the left.

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50X1-HUM

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50X1-HUM

3. [] observed two types of aircraft on the airfield cited above. Approximately 14 uncovered aircraft were observed parked in front of two hangar type buildings situated on the near side of the second asphalt runway or taxi way. These aircraft were in a single line formation parallel with the railroad tracks with every alternate aircraft facing in the direction either towards or away from the rail tracks. All the aircraft in this formation were single engine jet aircraft with aluminum colored bodies and swept-back drooping wings. The fuselage length of these aircraft was approximately 10 meters. The wing span was approximately 10 meters with the wings located at the bottom part of the fuselage near the front of the aircraft. The vertical tail section of these aircraft was without curvature and extended from the top of the fuselage at an angle of about 130 degrees. The height of the vertical tail section was approximately 1-1/2 meters. The horizontal stabilizer was situated near the top portions of the vertical tail section and appeared to be straight. []

[] the horizontal stabilizer was approximately two meters wide. No [] were observed on the tail sections or elsewhere on the aircraft. All the aircraft located in the above cited formation had pointed noses. [] two aircraft identical in appearance to the above described aircraft were observed taking off in the rain from the asphalt runway which ran perpendicular to the rail tracks in the direction away from the rail tracks.

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downgrading and
declassification

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4. Immediately to the rear of the above aircraft was a single line formation of approximately five aircraft partially covered with canvas.

[redacted] not able to observe these aircraft in detail, but [redacted] believes that they were of a different type than the aircraft just described. These aircraft appeared to be larger type aircraft with a longer wing span and fuselage length. No other identifying information is available at the present time.

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5. The two hangar-type buildings cited in paragraph three above were identical in appearance; approximately 20 meters long, 10 meters wide, and about 4 meters high. They were constructed of brick with slanted sheet metal roofs. No windows or doors were observed in the sides of the buildings facing the railroad tracks.

6. An unidentified one-story, red brick building, approximately 5 meters long, 4 meters wide, and 4 meters high with a slanted sheet metal roof was located to the immediate left of the intersection of the two airfield runways. No windows or doors were visible in this building.

7. Numerous one-story, worker-type dwellings were located about 500 meters to the right of the aircraft described in paragraph three above.

8. No guided missile indicators, radar, control towers, personnel, special security features, and/or vehicles were observed on the airfield.

9. [redacted] observed 100 jet aircraft similar to the aircraft described above, at this field in December 1960.

50X1-HUM

10. TBILISI Station was located 35 minutes travelling time, at a train speed of 40 to 45 KPH, after NAFTLUGI Station en route to Tbilisi. Also, AIROM Station was located approximately 13 minutes travelling time, at a train speed of 40 to 45 KPH, prior to NAFTLUGI Airfield, when going to Tbilisi.

11. See sketch 1 of the airfield.

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ATTACHMENT

SKETCH A

SKETCH OF NAFTLUGI AIRFIELD:

FLAT
OPEN
AREA

PARKED AIRCRAFT

LOCATION OF NUMEROUS
ONE-STORY BRICK WORKER-
TYPE DWELLINGS

500 METERS

NOTE:
T = SYMBOL FOR PARKED AIRCRAFT

MOSCOW

YEREVAN

AIRPORT
STATION

13 MINUTES TRAVELLING TIME
TRAIN SPEED - 40-45 KPH

25 MINUTES TRAVELLING TIME AT TRAIN SPEED 40-45 KPH

NAFTLUGI
STATION

TEILIS

35 MINUTES TRAVELLING TIME - TRAIN
SPEED 40-45 KPH

STATION

SOURCE'S DIRECTION
OF TRAVEL

NOFORN

SECRET

SECRET

REFORM

50X1-HUM
50X1-HUM

Attachment b.

Samtredia/East Airfield.

50X1-HUM

1. [REDACTED]

[REDACTED] at SAMTREDIA Station, on the left side of the rail tracks approximately 450 to 500 meters in the distance was observed SAMTREDIA Airfield. [Samtredia/East]

2. On the airfield [REDACTED] observed two types of aircraft. In a parking area located directly in front of two hangar-type buildings was a single line formation of approximately twenty uncovered military two engine, jet aircraft of aluminum color. These aircraft were parked with their noses facing the rail track. [REDACTED] observed one jet engine located under each wing of these aircraft in close proximity of the fuselage. In the center of the jet engines observed on these aircraft was an unidentified red colored object, presumably the jet air-intake system. The wings of the aircraft were straight, non-drooping, and had an overall span of approximately 10 meters. [REDACTED] the wings had tapered ends and were located on the top portions of the fuselage near the front of the aircraft. The fuselage was approximately 10 meters in length. The noses of the aircraft were pointed. The vertical tail section was without curvature, approximately 1 meter 80 cms high and extended from the top of the fuselage at an angle of approximately 130 degrees. [REDACTED]

[REDACTED] the top end of the vertical tail section was somewhat curved. The horizontal stabilizer of the aircraft was straight and was located on the lower portion of the vertical tail section, at the point of intersection between the vertical tail section with the top surface of the fuselage. No [REDACTED] were observed on the tail sections or elsewhere on the aircraft.

3. Approximately three to five different type uncovered jet aircraft were observed in an area located to the immediate rear of the above reported aircraft. No further identifying information on these aircraft is available at the present time.

4. Two large hangar-type buildings of unknown construction and dimensions were situated immediately in front of the aircraft described in paragraph two above. These hangar-type buildings were located side by side and were without windows or doors.

5. Approximately 5 to 6 meters in front of the hangar-type buildings referred to in the preceding paragraph, in the direction towards the rail track, was located an asphalt road approximately 20 meters wide. This road ran parallel with the rail tracks and extended to the right into SAMTREDIA. The same road extended to the left to a point of intersection with what appeared to be an asphalt taxi way of the airfield running in a direction perpendicular to the rail tracks.

GROUP 1
Excluded from automatic
downgrading and
declassification

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6. Approximately 250 meters to the left of the above intersection between the asphalt road and the taxi strip was observed a large unidentified military installation. This military installation was located at an equal distance from the rail tracks as the airfield. The military installation and the airfield were joined by an asphalt road which was approximately 250 meters in length and which ran parallel with the rail tracks. [redacted] describes the military installation as being at least 300 meters in depth, in the direction away from the rail tracks, and enclosed on all sides by four walls of unidentified construction. Inside the enclosed area of the installation were three rows of numerous one story, yellow concrete buildings with slanted sheet metal roofs. Windows and doors were observed in these buildings [redacted] observed several unidentified military personnel coming out of the buildings which were located farthest from the rail tracks. Directly in front of the row of buildings located closest to the rail tracks was one large unidentified building. Seven military trucks, with metal sides and canvas tops, were located to the immediate right of this building. These trucks were parked in a single line with their front portions facing in the direction away from the rail tracks. At the time of the above observation, one soldier was observed standing on the roof of the cab of each truck facing in the direction towards the rail tracks.

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50X1-HUM

7. A single track rail spur approximately 700 to 800 meters long was observed extending from the main track, at a point located directly in front of the above military installation, and at an angle of approximately 45 degrees, to and beyond the right corner of the above cited military installation. No freight trains or cars were observed on this spur.

8. Approximately 60 meters to the right of the hangar-type buildings described in paragraph four above, and equally distant from the rail tracks were located two radar antennas. One radar consisted of four perforated metal antenna screens mounted on top of an olive drab metal box-like structure which was approximately 2 meters in length and 1 meter high. Two of these screens were located one on top the other, at the top of a solid metal pole approximately 3 meters high which was situated at one end of the roof of the box-like structure. These antenna screens were stationary at the time of observation and faced in the direction towards SAMTREDIA. They were approximately 3-1/2 meters long and one meter high. The other two screens of this radar were situated at the opposite end of the roof of the metal box support structure on the end of a solid metal arm extension, approximately 1-1/2 meters long. These two screens were identical in appearance to the other two screens of this radar. These screens, also, were stationary at the time of observation and faced in the direction towards SAMTREDIA. Dirt was observed packed tightly around the base of the metal support structure to make it higher and more permanent.

9. Approximately 20 meters to the right of the above radar, and somewhat farther from the rail track, was located a second radar antenna.

FOUO

50X1-HUM

50X1-HUM
50X1-HUM

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This radar consisted of a stationary solid black metal disc approximately 1-1/2 meters in diameter situated on top of a perforated black metal pole about 4 meters in height. At the time of observation, the disc faced in the direction towards SAMTREDIA. In the center of the disc was observed a solid black metal horizontal extension approximately 80 cms long. Two thin wires were observed extending from the face of the disc to the end of the above horizontal extension.

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10. No runways on the airfield were observed [redacted] with the exception of the asphalt taxi strip reported in paragraph five above.

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11. [redacted] observed a great reduction in the number of aircraft seen on the airfield [redacted]

50X1-HUM

12. The observation of SAMTREDIA Airfield was made approximately 18 minutes [redacted]

50X1-HUM

13. See Sketch B-1 of the aircraft and Sketch B-2 of the radar, described in this report.

THREE

50X1-HUM

SECRET

NOFORN

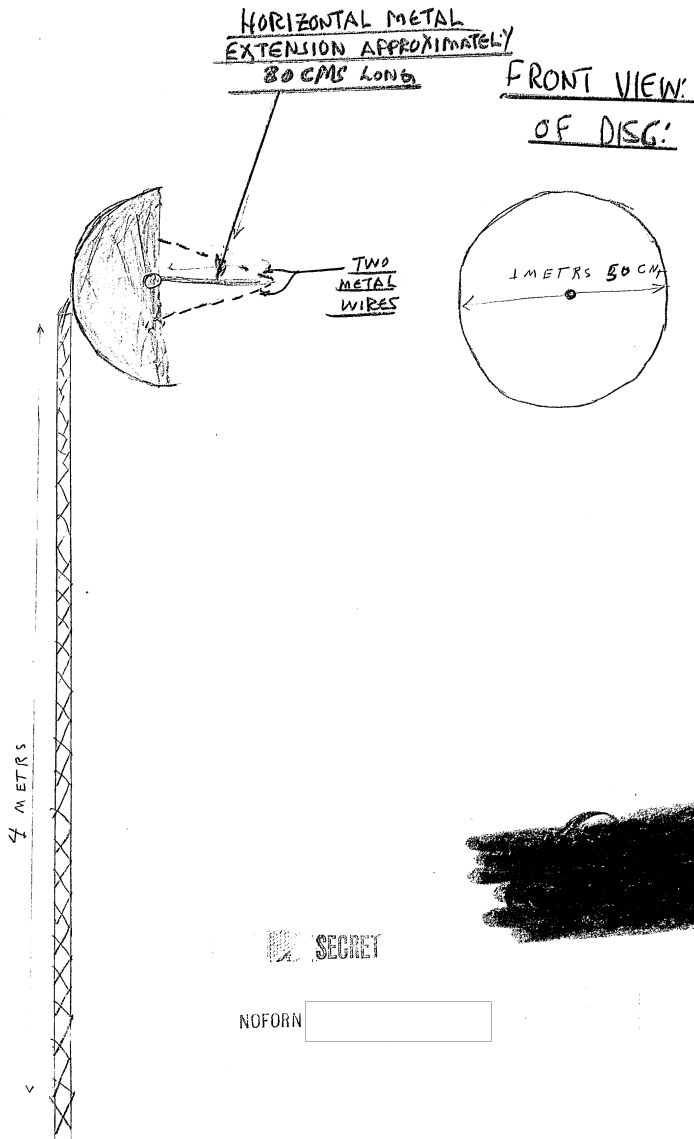
50X1-HUM

50X1-HUM

ATTACHMENT

RADAR B:

Sketch B-2



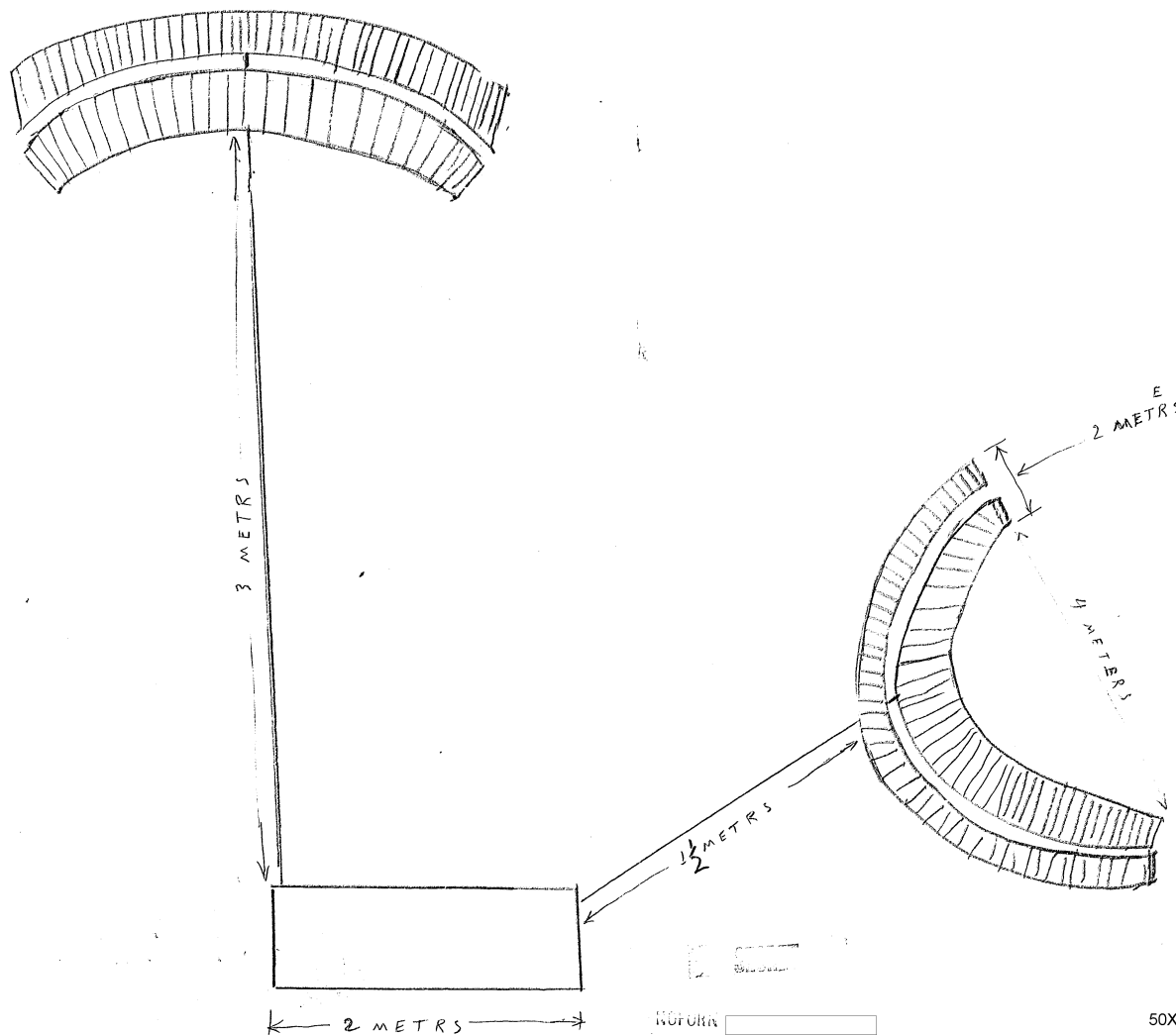
50X1-HUM

GROUP 1
Excluded from automatic
downgrading and
declassification

NOFORN

50X1-HUM

RADAR A:

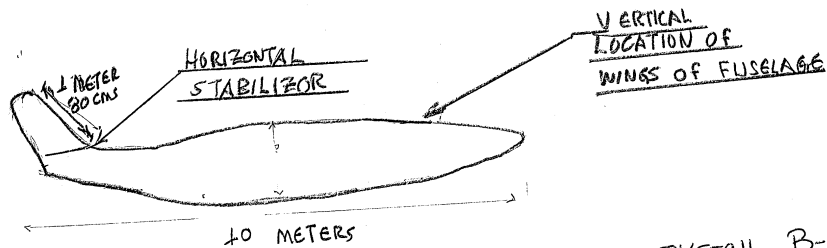


TYPE AIRCRAFT OBSERVED - SAMIR-VA

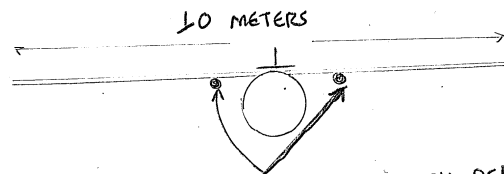
ATTACHMENT

SECRET

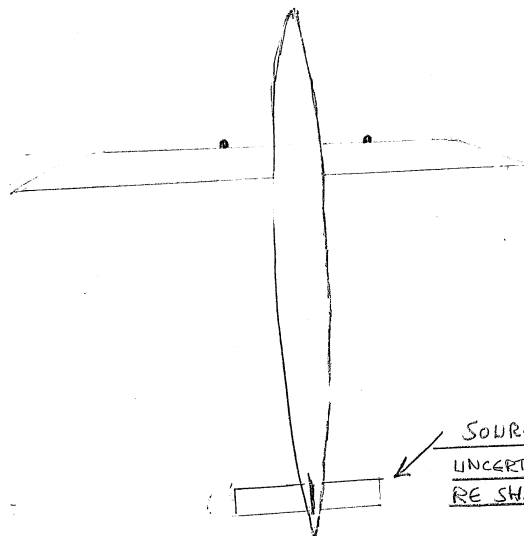
NOFORN



SKETCH B-1



TWO JET ENGINES WITH RED-COLORED OBJECT IN CENTER



SOURCE
UNCERTAIN

RE SHAPE HORIZONTAL STABILIZER

SECRET

NOFORN

GROUP 1
Excluded from automatic
downgrading and
declassification

50X1-HUM

50X1-HUM

50X1-HUM

Attachment d

50X1-HUM

50X1-HUM

Yerevan Airfield

1. [redacted] directly in front of RZD-8 KM Station, on the right side of the rail tracks approximately 200 meters in the distance was observed YEREVAN Airfield.

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[redacted] YEREVAN Airfield is located approximately 14 minutes travelling time, at a train speed of approximately 30 KPH, after YEREVAN Station when en route to Norashen.

50X1-HUM

2. Directly in front of two hangar-type buildings which were located approximately 200 meters to the right of the rail tracks and in a direct line with the RZD-8 KM Station were observed 24 uncovered, double wing, propeller-driven, COLT-type aircraft. On the vertical tail section of one of these aircraft was observed [redacted]

50X1-HUM

3. In an area on the airfield approximately 200 meters to the right of the above aircraft, at a greater distance to the right of the rail tracks, were observed approximately three large two-engine, propeller-driven, passenger type aircraft.

50X1-HUM

[redacted] identified this type aircraft as having two jet engines and as being similar to the [redacted] aircraft. [redacted] was able to observe these aircraft in more detail [redacted] and therefore noted that the aircraft were not jets.) Three to four unidentified aircraft, somewhat smaller than the aircraft described in this paragraph, were located in the immediate vicinity of these aircraft.

50X1-HUM

4. The hangar-type buildings cited in paragraph two above were of brick and were located side by side. No further details are now available.

5. To the immediate right of the above hangar-type buildings, in the direction towards YEREVAN Station, and equally distant from the rail tracks, was located a black colored wall approximately 2 meters in height. As this wall continued in the direction towards YEREVAN it curved away from the rail tracks. Immediately behind this wall, in an area close to the above mentioned hangar-type buildings, was observed the top portions of a radar antenna. This radar consisted of a perforated black metal base pole which extended approximately 1-1/2 meters above the wall. On top of the base pole was located a stationary horizontal solid black metal bar approximately 4 meters long. This horizontal bar was parallel with the rail tracks at the time of the observation. Six stationary vertical solid metal rods, approximately 1-1/2 meters in height, were situated at equal intervals throughout the length of the above horizontal bar. Three vertical rods were located on each side of the base pole of the antenna and extended both above and below the horizontal bar. Located at the top-most extremities

GROUP
Excluded from automatic
downgrading and
declassification

of these vertical rod-like extensions was a metal square outline approximately 20 cms by 20 cms, with three thin horizontal metal rods situated throughout

50X1-HUM

50X1-HUM

- 2 -

6. Approximately 100 meters to the left of the aforementioned hangar-type buildings, and equally distant from the rail tracks, were located two additional radar antennas. The radar closer to the hangar-type buildings was identical to the radar described in the preceding paragraph; however, this radar was out in the open and could be seen in its entirety. This radar was located atop a perforated black metal pole approximately 4 meters high situated on the roof of an ordinary olive drab, closed panel communications truck approximately 3 meters in length and about 1 meter 80 cms high. This radar was stationary at the time of observation and faced in the direction towards the rail tracks. ([redacted] the radar 50X1-HUM cited in paragraph five also was mounted on the roof of a similar truck as the lower portions of that radar were obstructed by the wall.)

7. Approximately 50 meters to the left of the radar antenna described in paragraph six, and equally distant from the rail tracks, was located a possible BAR-LOCK type radar antenna. [redacted] describes this radar as 50X1-HUM having two antenna screens mounted on a small olive drab vehicle approximately two meters long and one meter in height. One screen was situated atop a vertical solid black metal pole about 3 meters high. This screen was stationary at the time of observation and faced the rail tracks. It was approximately 3 meters in length and 1 meter high. The lower end of the screen was of white color and the upper end of the screen was of olive drab color. A metal rod approximately 1 meter long with three solid olive drab box-shaped objects, approximately 15 cms by 15 cms, was located off the face of the antenna screen and parallel with the screen. The second antenna screen was located at the end of a solid metal arm about 1 meter in length which extended at an approximate angle of 30 degrees from the right side of the vehicle-type foundation. This antenna screen was identical in appearance to the antenna screen located on top of the vertical pole with the exception that no parallel rod with three solid box-shaped objects was connected to this screen. Also, the bottom end of the second antenna screen was not painted white. This antenna screen also was stationary at the time of observation and faced in the direction towards the rail tracks.

8. Approximately 5 to 6 meters to the right of the radar reported in paragraph 6, between this antenna and the hangar-type buildings, was observed a closed panel generator truck. This truck was olive drab color, approximately 3 meters in length and 1 meter 90 cms high, and had six rubber wheels, two wheels in front and four wheels in the rear. ~~The~~ 50X1-HUM The nose of the truck faced in the direction opposite from the rail tracks. [redacted] In the upper rear portion of the side of the truck [redacted] was observed an olive drab wire mesh-like opening, approximately 1-1/2 meters long. [redacted]

50X1-HUM

50X1-HUM

50X1-HUM

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NOTED

50X1-HUM

9. At a distance of approximately 100 meters to the left of the radar cited in paragraph 7 and equally distant from the rail tracks was located a single row of ordinary military trucks with metal sides and canvas tops. The noses of the trucks faced in the direction away from the rail tracks.

10. Approximately 100 meters to the right of the rail tracks, between the rail tracks and the two hangar-type buildings previously reported, were observed 30 to 35 barrack type buildings. Numerous unidentified military personnel were observed walking and sitting in the area of these buildings.

11. Directly in front of the trucks cited in paragraph nine were approximately 50 soldiers who were walking towards the barrack-type dwellings reported in paragraph ten above. No uniform identifications were made

50X1-HUM

12. No runways, guided missile indicators, and/or special security features were noted

50X1-HUM

13. Refer to the sketches (D-1, 2, and 3) for additional details.

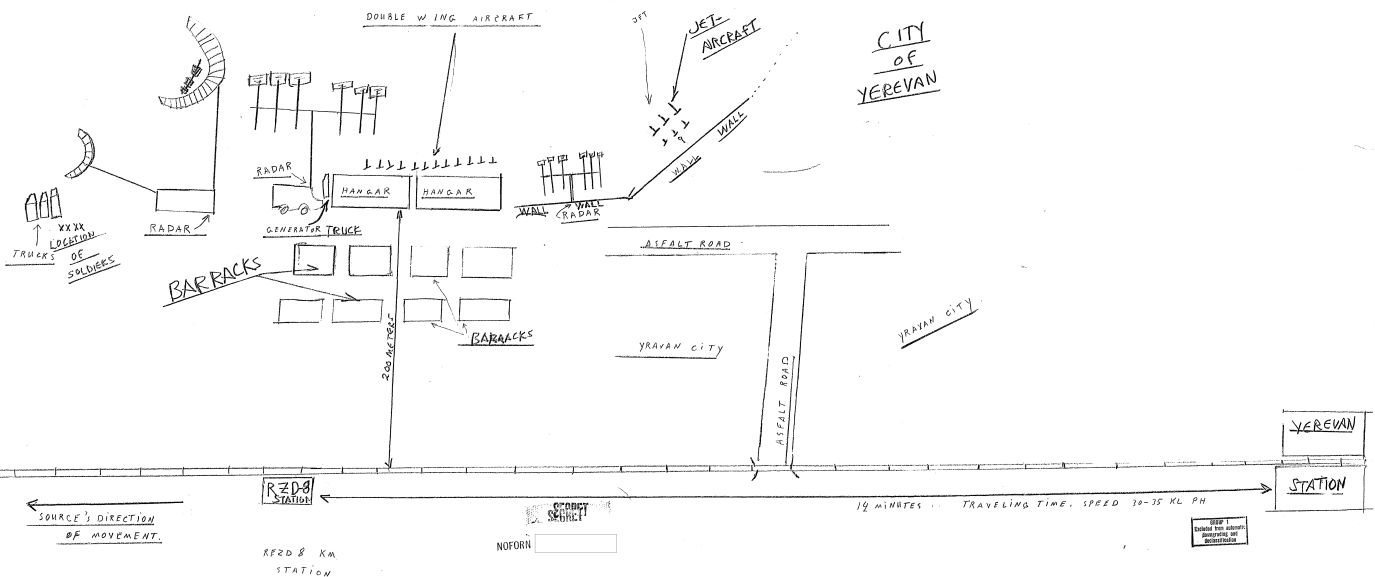
SECRET

NOFORN

YEREVAN AIRFIELD

ATTACHMENT

SKETCH 1-D

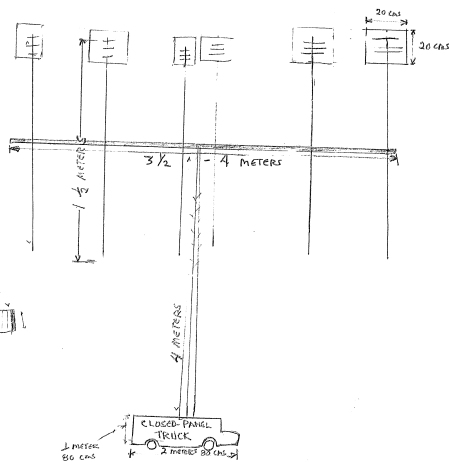
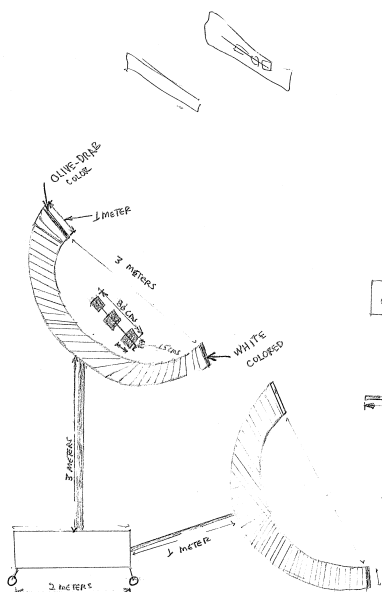


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NOFORN

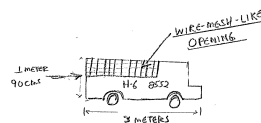
ATTACHMENT

50X1-HUM
50X1-HUM

YEREVAN AIRPORT RADAR OBSERVATIONS:



Sketch 2-D

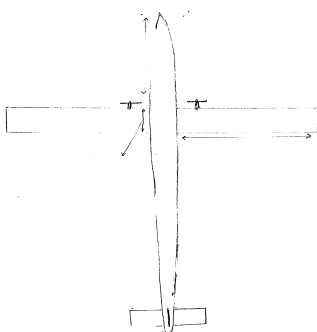
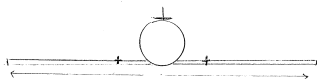
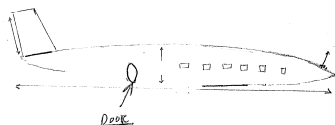


GENERATOR TRUCK:

SECRET
NOFORN

50X1-HUM

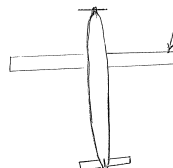
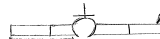
TWO-MOTOR PASSENGER AIRCRAFT:



SECRET

NOFORN

COLT-TYPE AIRCRAFT:



ATTACHMENT

SKETCH - 3-D

SECRET

NOFORN

TYPE AIRCRAFT OBSERVED

YEREVAN AIRPORT:

Attachment e

50X1-HUM

REPORT

50X1-HUM

Radar Installation near Aerasher Station

1. [redacted] at NORASHEN Station, [redacted] observed three radar antennas in close proximity of each other on the left side of the tracks approximately 200 meters in the distance.

50X1-HUM

2. The first radar observed, [redacted] was located on top of a solid metal vertical pole approximately three meters high which was situated on the front portions of a roof of an ordinary olive drab closed panel communications truck. This radar consisted of two unidentified perforated metal radar screens mounted one on top the other, each screen approximately 1 meter in height. At the time of observation both screens were stationary and faced in the direction towards the railroad tracks. The front portion of the communications truck upon which the radar was mounted faced NORASHEN Station. (See sketch E-2)

50X1-HUM

3. To the immediate right of the above radar and equally distant from the tracks, when going in the direction towards NORASHEN Station, was located one definite SPOONREST radar. This SPOONREST radar was stationary at the time of observation and faced in the direction towards the railroad tracks. The SPOONREST radar consisted of a solid metal horizontal bar located at the top of a vertical metal pole approximately 3 meters high mounted on the roof of a vehicular-like object approximately two meters long and 1 meter high. Six vertical solid metal extensions which extended above and below the horizontal bar were located at equal intervals throughout the above cited horizontal bar. Several horizontal metal rods were situated at the top and lower ends of these vertical metal extensions. (See the sketch [redacted] for additional details.)

4. To the immediate right of the above SPOONREST radar and also equally distant from the railroad tracks was observed one stationary KNIFEREST type radar. This radar was mounted on the top of a vertical solid metal pole approximately 4 meters high which was planted into the ground. The KNIFEREST radar was parallel with the railroad tracks at the time of the above observation. (See the sketch, [redacted], for additional details.)

5. Less than 100 meters to the right of the above KNIFEREST radar and approximately 180 meters to the left side of the tracks was located a square shaped area enclosed by four brick walls covered with white plaster and approximately 3 meters in height. Inside this enclosed area were located several unidentified buildings with slanted sheet metal roofs. No other details are available at the present time in relation to the above observation other than that the installation was situated on the immediate outskirts of NORASHEN proper.

50X1-HUM



50X1-HUM

NOFORN



50X1-HUM

6. The above radar and enclosed area were situated in an open flat area. No personnel, vehicles, other antennas, and/or installations were observed.

ATTACHMENT

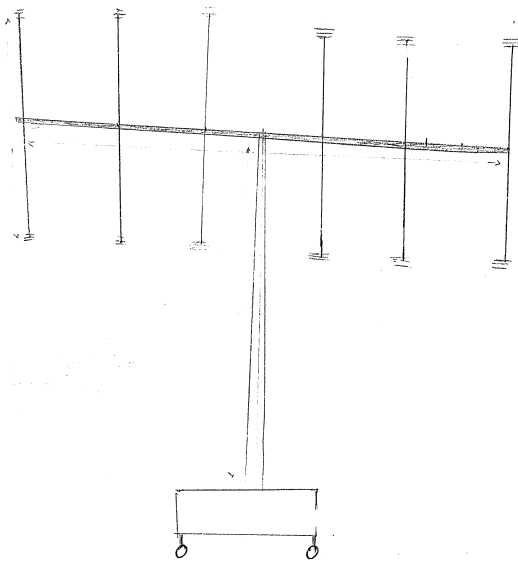
SECRET

NOFORN

SKETCH E-2

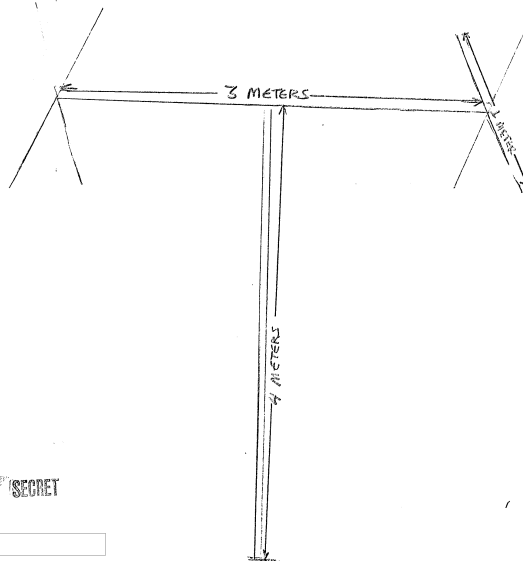
RADAR

B:
(SPOON REST)



RADAR

C:
(KNIFE REST)



SECRET

NOFORN

GROUP 1
Excluded from automatic
downgrading and
declassification

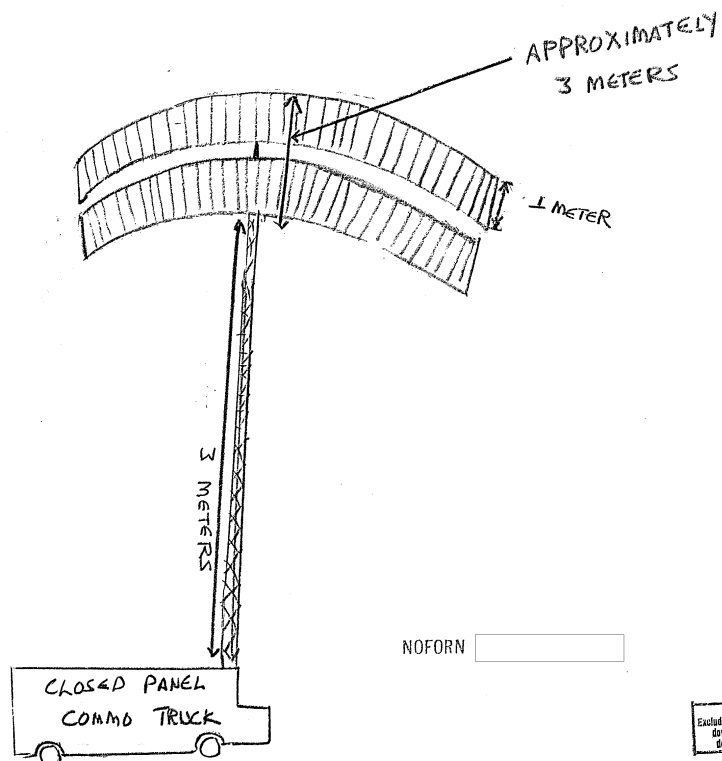
ATTACHMENT

SECRET

NOFORN

SKETCH E-1

RADAR
A:



SECRET

NOFORN

GROUP 1
Excluded from automatic
downgrading and
declassification

NOFORN

ATTACHMENT

Attachment c.

Radar south of Adler railroad station

1. [redacted]
[redacted] after ADLER Station, on the left side of the tracks approximately 200 meters in the distance was observed a small dirt hill with a flat top. On this hill were three unidentified radar antennas.

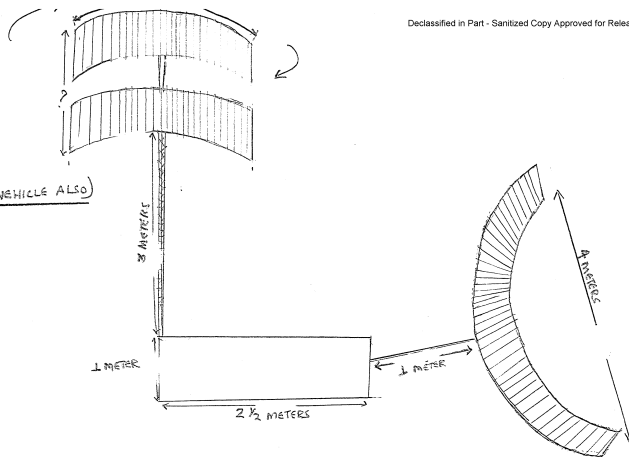
2. Two of these radars (antenna type A in attached sketches) were identical in appearance and have been described [redacted] as being very similar to the CROSS-OUT type radar. One of these CROSS-OUT type radars was situated on top of the hill and was moving in a clockwise direction at the time of observation. [redacted] the whole radar, including the vehicle-type structure upon which it was mounted, was revolving. The other CROSS-OUT type radar was located on the left slope of the hill and was stationary at the time of observation, facing in the direction towards ADLER.

3. The third radar (antenna type B in attached sketches) was located to the immediate rear of the first CROSS-OUT type radar described above and consisted of one screen approximately 3 meters in length and about 1 meter high on top of a vertical metal pole about 4 meters in height. This pole was planted into the ground. The antenna was stationary at the time of observation and faced in the direction towards ADLER.

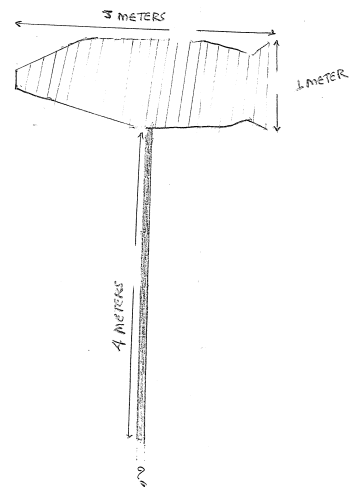
4. No personnel, buildings, other antennas, special security features, and or vehicles were observed [redacted] in the above area. The above area was hilly and open. (See sketch C.)

GROUP 1
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declassification

WHOLE RADAR
TURNING
CLOCKWISE
DIRECTION: (VEHICLE ALSO)



RADAR TYPE B



SECRET

NOFORN

GROUP 1
Excluded from automatic
downgrading and
declassification